

Record of Decision
Implementation of Base Realignment and Closure (BRAC) 2005 Decisions for the Joint
Strike Fighter (JSF) Initial Joint Training Site (IJTS)
Eglin AFB, Florida

INTRODUCTION

This Record of Decision (ROD) documents the Air Force's decision regarding implementation of the Base Closure and Realignment (BRAC) 2005 recommendations for the Joint Strike Fighter (JSF) Initial Joint Training Site (IJTS) at Eglin Air Force Base (AFB), Florida. In making this decision, the information, analyses, and public comments contained in the *Final Environmental Impact Statement (FEIS) for the Proposed Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions and Related Actions at Eglin AFB, Florida*¹ were considered, among other relevant factors and supporting materials.

The FEIS was developed in compliance with the Air Force National Environmental Policy Act (NEPA) implementing regulations (32 Code of Federal Regulations [CFR] Part 989), as directed by 32 CFR Part 174, *Revitalizing Base Closure Communities and Addressing Impacts of Realignment*, particularly 32 CFR §174.17, NEPA.

This ROD is prepared in accordance with the Council on Environmental Quality (CEQ) regulations implementing NEPA at Title 40 CFR §1505.2, *Record of decision in cases requiring environmental impact statements*. Specifically, this ROD:

- States the Air Force's decision;
- Identifies alternatives considered by the Air Force in reaching the decision, specifying the alternative considered to be environmentally preferable;
- Identifies and discusses relevant factors including economic and technical considerations,
- States whether all practicable means to avoid or minimize environmental harm from the alternative selected have been adopted, and if not, why they were not, and summarizes any monitoring and enforcement programs adopted where applicable for any mitigation.

DECISION

In addition to analyzing the establishment of the JSF IJTS at Eglin AFB, the FEIS evaluated the relocation of the Army's 7th Special Forces Group (Airborne) (SFG(A)). The 7th SFG(A) portion of the BRAC 2005 recommendations was implemented by a ROD issued on November 20, 2008. At that time, all decisions concerning implementation of the JSF IJTS were completely deferred as additional consideration of relevant factors – including, but not limited to, BRAC requirements, the range of alternatives, noise impacts, mitigation measures, public comments, and whether to prepare a supplemental EIS – was undertaken.

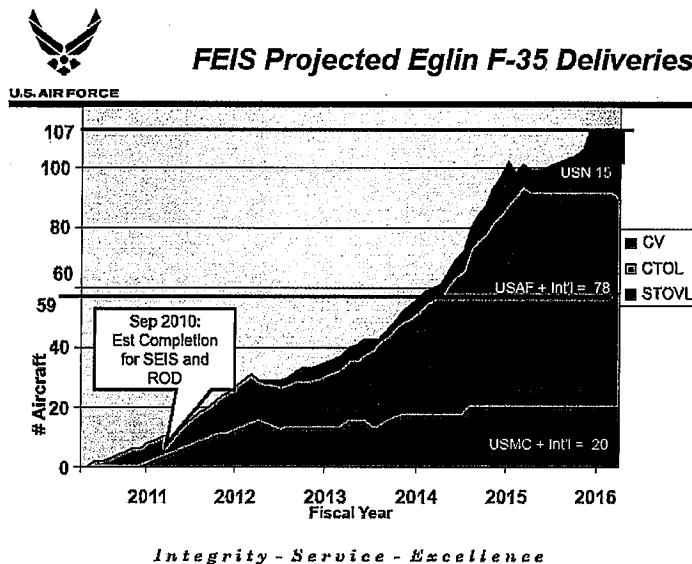
That additional consideration has resulted in a decision to implement a portion of the Alternative 1, that includes the beddown of 59 F-35 Primary Assigned Aircraft (PAA), associated cantonment construction and limited flight training operations. In short, the beddown decision is being limited to allowing delivery of 59 F-35 PAA. A decision, if at all, on whether to beddown additional aircraft will be deferred until completion of a Supplemental Environmental Impact Statement (SEIS). The SEIS is anticipated to be completed by September 2010. Although this

¹ Notice of Availability (NOA) of the Final EIS was published in the Federal Register, October 17, 2008 (Volume 73, Number 202, Page 61859)

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beddown decision is being limited to 59 F-35 PAA, the scope of the decision on flight training operations and mitigations for the aircraft being bedded down in this ROD is further limited as a practical matter by the unavailability of aircraft in the early years (see figure below).



The initial F-35 aircraft (scheduled to begin arriving in early 2010) are required to train the initial cadre of instructors and students. The number of annual operations will grow incrementally and are expected to not exceed: 6,500 in 2010; 40,000 by the BRAC implementation deadline of 15 September 2011; and 60,000 in 2012, two years after expected completion of the SEIS. In 2010, this represents less than 5 percent of the operations analyzed in Flight Training Alternative 1. In 2011, it is less than 20 percent of the operations analyzed. In 2012, it is less than 27 percent of the operations analyzed. The type of

operations will be the same as those analyzed in Flight Training Alternative 1, except that the initial training syllabi may be more limited than the full range of operations analyzed, and/or the aircraft may not be initially certified to perform the full range of operations analyzed for that alternative. The number, type, and location of operations for the full 59 F-35 aircraft will be addressed in the SEIS which is expected to be completed in approximately September 2010.

It remains the Air Force proposal to base the 107 F-35 PAA discussed in the FEIS (Chap. 2, et al.) at Eglin AFB. However, due to the evolving requirements, current immaturity of the JSF syllabus and desire to more fully develop noise mitigations, the Air Force has decided at this time to implement only a portion of what was described in Alternative 1, with respect to the delivery of JSF aircraft and related operations. To meet the intent and spirit of the BRAC 2005 requirement to stand up an initial joint training capability, the Air Force will proceed with basing 59 JSF PAA at Eglin AFB. Due to the potential noise impacts both on and off Eglin AFB that the Air Force desires to consider more fully, there will be temporary operational limitations imposed on JSF flight training activities to avoid and minimize noise impacts. These limitations will remain in place until the SEIS has been completed and the Air Force has decided how best to proceed. These limitations take advantage of the gradual build-up of F-35s beginning in 2010. These limitations are not, however, practical for use on a long-term basis. Ultimately, cancellation or modification of these limitations will be required to accommodate the 59 F-35 PAA beddown, as well as potential beddown of up to 107 F-35 PAA, should that decision be made. Where the maximum supportable numbers of F-35 aircraft may ultimately beddown on the Eglin Reservation, how they might be operated, and the degree to which other mitigations are possible are all subjects to be addressed in the forthcoming SEIS.

Initial JSF basing will provide "train-the-trainer" requirements for the aircraft and associated training operations to meet the essential BRAC capability to establish the flying training portion of the JSF IJTS at Eglin AFB. Eglin AFB main base is where the academic training center will

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be located and where logistical support will be coordinated. The FEIS (pg. 2-63, Fig. 2-25) identified the preferred JSF IJTS complex layout to be built in and around the existing 33rd Fighter Wing (33rd FW) cantonment area.

The Air Force will implement the BRAC and the services' military construction (MILCON) funded programs required to house, feed, and accomplish academic and operational training for both pilot and maintenance students. At Eglin Main, to facilitate the BRAC directed JSF IJTS basing, the Air Force will implement the BRAC funded MILCON program for the portion of projects in Alternative 1 in the FEIS (pg. 2-64, Table 2-14) that directly or indirectly relates to installation support, operations and maintenance, and academic training requirements. This includes but is not limited to construction of dormitories, dining facilities, squadron operations/aircraft maintenance unit (Sqd Ops/AMU) hangars, and the Academic Training Facility. The Sqd Ops/AMU hangars that were planned for the two additional Air Force squadrons of 48 F-35 aircraft (identified as Sqd Ops/AMU AF-2 and AF-3 in Table 2-14), however, are expressly excluded from this decision.

The maintenance training portion of the IJTS will provide a sufficient number of frontline and instructor-qualified maintenance technicians and logistics support personnel allowing for the stand up of the maintenance training capability for the IJTS as originally planned, because maintenance training is not affected by flying training operations. All maintenance training facilities will be constructed as proposed.

The Air Force will allow the reduced flight operations that will be required, between this ROD and completion of the SEIS, to be distributed among all three airfields (Eglin Main, Duke Field, and Choctaw Outlying Field). Total annual operations from the arrival of these initial aircraft through the expected completion of the SEIS will be far less than those analyzed for each of the 3 airfields in Alternative 1 in the FEIS.

To reduce noise impacts over the City of Valparaiso in the near term, Runway (RW) 12/30 will be the primary runway for JSF operations at Eglin Main Base. Limited F-35 operations will be allowed from RW 19, which, other than takeoffs, includes only those flight operations necessary for emergencies, unplanned contingencies, and weather affecting aircraft performance limitations and requirements. Limited F-35 operations will be allowed from RW 01, which, other than approaches and landings, includes only those flight operations necessary for emergencies, unplanned contingencies, and weather affecting aircraft performance limitations and requirements. Flight limitations are discussed in more detail in the mitigations section, later in this ROD.

Finally, the Air Force has determined that preparing a SEIS would further the purposes of the NEPA. The SEIS will be prepared to analyze the operational alternatives and mitigations for the full operational capability of the 59 F-35 PAA authorized to be delivered to Eglin under this ROD. In addition, the SEIS will analyze the proposed beddown and operational alternatives for the additional 48 Air Force F-35 PAA not authorized for delivery under this ROD. The range of reasonable alternatives determined for detailed analysis in the SEIS for the additional 48 Air Force F-35 PAA not authorized under this ROD will not be limited by BRAC's goals and objectives. Also, the range of reasonable alternatives analyzed in detail may consider an alternative that in some way adjusts or displaces existing mission(s). The SEIS will expressly consider whether either new parallel runways, or an additional runway alternative(s) within the Eglin Reservation, as suggested by several commenters during scoping and in comments on the

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DEIS, should be carried forward for detailed analysis. This decision to implement part of the JSF IJTS Cantonment Alternative 1 will not be deemed to in any way foreclose a reasonable beddown alternative from detailed analysis in the SEIS.

Environmentally Preferred Alternative

The environmentally preferred alternative in the FEIS is Alternative 1. This ROD implements only a portion of the Alternative 1 cantonment and flight training alternative and, as such, becomes the environmentally preferred alternative. The Air Force has determined that this limited decision, in conjunction with the associated mitigation measures, constitutes all practicable means currently available to both avoid and minimize environmental harm and comply with BRAC.

BACKGROUND

BRAC Requirements

On 8 September 2005, the 2005 Defense Base Closure and Realignment Commission forwarded a Final Report with a list of recommended base closures and realignments to the President. That report recommended that the JSF IJTS be located at Eglin AFB. The President approved the Commission's recommendations and forwarded them to Congress on 15 September 2005. Because Congress did not disapprove the recommendations within the time period provided under law, they must be implemented. Thus, the JSF IJTS must be established at Eglin AFB.

The pertinent portion of the 2005 BRAC Commission's recommendation for pilot training at Eglin AFB, directed the realignment of Luke AFB, Arizona; Marine Corps Air Station Miramar, California; and Naval Air Station Oceana, Virginia, by relocating to Eglin AFB a sufficient number of instructor pilots and operations support personnel to stand up each military service's (Air Force, Marine Corps, and Navy) respective portion of the JSF IJTS. The Commission's recommendation for maintenance and logistics support personnel training at Eglin AFB, directed the realignment of Sheppard AFB, Texas, and Naval Air Station Pensacola, Florida, by relocating to Eglin AFB a sufficient number of frontline and instructor-qualified maintenance technicians and logistics support personnel to stand up the respective Departments' (Air Force and Navy) portion of the JSF IJTS.

The law, the Base Closure and Realignment Act of 1990 as amended, requires all such realignments to be initiated within two years of the date the President transmits his report to Congress and completed within six years of that date – i.e. by 15 September 2011.

Therefore, the Air Force decisions to be analyzed, made, and implemented by 15 September 2011 necessarily involved construction of a cantonment area for training and maintenance facilities; hangars; dormitories; and munitions storage and loading facilities, and providing airfields, airspace, and scheduling for sufficient airfield, airspace, and range operations to begin training entry-level pilots to safely operate the JSF. The underlying purposes of the BRAC process assisted in defining alternative cantonment locations as well as airfield, airspace, and range operational alternatives to accommodate the JSF IJTS flight training requirements.

The Air Force's proposal was to accommodate the beddown of 107 F-35 PAA – three Air Force squadrons of Conventional Take-Off and Landing (CTOL) variant with 24 F-35 PAA each, one Navy squadron of Carrier Variant (CV) with 15 F-35 PAA, and one Marine Corps squadron of Short Take-Off and Vertical Landing (STOVL) variant with 20 F-35 PAA. That proposal

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necessarily included providing and supporting the airfield, airspace, and range operations to meet the capabilities that size inventory could sustain within the goals and objectives of BRAC.

However, the potential noise impacts and the potential range of mitigation measures revealed in the FEIS, along with public comments and concerns about those impacts, has led the Air Force to determine that it should not at this time approve the beddown of 107 aircraft. The Air Force has decided, instead, to limit the scope of its decision to: the cantonment construction and aircraft beddown (59 F-35 PAA) BRAC 2005 requires; to make progress towards BRAC operational requirements for the 59 F-35 PAA; and, to defer any decision on additional aircraft or operations until a SEIS that looks at a broader range of alternatives and mitigations can be completed. That SEIS is anticipated to be completed in September 2010, well before the 15 September 2011 BRAC implementation deadline.

The Air Force has determined to implement the BRAC funded MILCON program for the portion of projects in Alternative 1 that directly or indirectly relate to installation support, operations and maintenance, and academic and operational training requirements (including, but not limited to, dormitories, dining facilities, and the Academic Training Facility); and the decision to allow delivery of aircraft equivalent to one squadron from each service (59 F-35 PAA); and permitting the level and type of operations required to train the initial cadre of instructor pilots and the initial student throughput – experienced pilots transitioning to the F-35 – beginning in 2010.

Range of Alternatives

Several public commenters during Scoping generally urged the Air Force to consider additional main and/or auxiliary runway alternatives or other operational alternatives to potentially minimize or avoid noise impacts. During the development of the Draft EIS (DEIS) analysis, a finding was made that such alternatives were either not reasonable and/or not feasible given the requirements, goals, and objectives of BRAC 2005 and/or existing test and training missions. As a result, some potentially feasible beddown and operational alternatives were not subjected to detailed analysis to determine whether they should be carried forward to the DEIS, because the Air Force determined that the stated BRAC and Air Force purposes and needs would not be met by them. A number of public commenters echoed concerns about the range of operational alternatives in verbal and written comments on the DEIS.

After further careful consideration, the Air Force has determined that the purposes of the NEPA will be furthered if a broader range of alternatives is analyzed in a SEIS before any final decisions are made on how to best accomplish full operations involving 59 F-35 PAA, or the potential beddown and full operation of more than 59 F-35 PAA.

Noise Mitigation

A number of commenters also expressed concerns about noise impacts from the proposed action during scoping and urged various operational alternatives be analyzed for their potential to mitigate noise. Similarly, a number of verbal and written public comments on the DEIS raised various concerns about the projected noise impacts from the flight training alternatives – including potential for hearing loss, effects on children's classroom learning, and decline in home values – and raised questions about the adequacy of the range of alternatives and mitigations in light of those potential impacts. As with the range of alternatives, the Air Force has determined that the purposes of the NEPA will be furthered if a broader range of alternatives

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and associated mitigation measures is analyzed in a SEIS before any final decision is made on how to accomplish aircraft operations.

Supplemental EIS (SEIS)

The Air Force has determined that preparing a SEIS would further the purposes of the NEPA. A SEIS will be prepared to analyze operational alternatives and potential mitigations for the full operational capability of the 59 F-35 PAA authorized to be delivered to Eglin under this ROD. In addition, the SEIS will analyze the proposed beddown and operational alternatives for the additional Air Force 48 F-35 PAA not authorized for delivery under this ROD. The range of reasonable alternatives determined for detailed analysis in the SEIS for the additional Air Force 48 F-35 PAA will not be limited by BRAC's goals and objectives. Also, the range of reasonable alternatives analyzed in detail may consider an alternative that in some way adjusts or displaces existing mission(s). Further, the SEIS will expressly consider whether either new parallel runways, or an additional runway alternative(s) within the Eglin Reservation, as suggested by several commenters during scoping and in comments on the DEIS, should be carried forward for detailed analysis. This decision to implement part of the JSF IJTS Cantonment Alternative 1 will not be deemed to in any way foreclose a reasonable beddown alternative for such facilities from detailed analysis in the SEIS.

PURPOSE AND NEED FOR THE PROPOSED ACTION

To implement the Eglin BRAC 2005 decisions, the Air Force, Navy, Marine Corps, and the JSF Joint Program Office (JPO) identified the following two required activities at the Eglin Reservation:

- Requirement 1: Establish the JSF IJTS cantonment area. In the FEIS and ROD, the cantonment area for the IJTS includes all training and maintenance facilities; hangars; dormitories; and munitions storage and loading facilities. The underlying purposes of the BRAC process assisted in defining alternatives for where on Eglin to place the JSF IJTS cantonment area.
- Requirement 2: Accommodate JSF IJTS flight training requirements by providing airfields, airspace and scheduling for training missions. The underlying purposes of the BRAC process assisted in defining alternative airfields and airspace to use to accommodate the JSF IJTS flight training requirements.

PUBLIC INVOLVEMENT

The public involvement accomplished by the Air Force is discussed in the FEIS (§1.4 and Appendix A). Public notices and meetings were accomplished as follows:

- Notice of Intent (NOI) to prepare an EIS -Federal Register, was released on 28 July 2006 with associated newspaper, radio, and television announcements.
- Public scoping period 28 July to 31 August 2006
- Scoping meetings - Fort Walton Beach and Crestview, Florida - 22 and 24 August 2006
- Supplemental NOI - Federal Register, was released on 15 October 2007
- Supplemental scoping meetings - Navarre and Niceville, Florida - 6 and 7 November 2007

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- Public scoping period extended until 7 December 2007
- Notice of Availability (NOA) of Draft EIS, Federal Register Vol. 73, No. 61, page 16672, March 28, 2008
- Public hearings - Draft EIS - Niceville and Crestview, Florida, and Monroeville, Alabama - 15, 16, and 17 April 2008
- NOA of the Final EIS, Federal Register, Vol. 73, No. 202, page 61859, October 17, 2008
- NOA of ROD for Implementation of BRAC Decision to Realign the Army 7th Special Forces Group (Airborne) to Eglin Air Force Base, FL, Federal Register, Vol 73, No. 235 page 74148, December 5, 2008

Announcements for public hearings were placed in local newspapers two weeks prior; the newspapers and dates are as follows:

- Northwest Florida Daily News - Sundays, 30 March and 13 April 2008
- Crestview News Bulletin - Saturday, 29 March 2008
- The Monroe Journal - Tuesdays, 1 and 10 April 2008
- The Bay Beacon - Wednesday, 9 April 2008
- Mobile Press Register - Sunday, 30 March 2008

ALTERNATIVES ANALYZED FOR THE PROPOSED ACTION

The FEIS evaluated two cantonment alternatives for the JSF IJTS and two flight training alternatives. The two alternative locations for the JSF cantonment and the associated beddown of the JSF aircraft were sited at Eglin Main Operating Base. The Air Force did not consider alternatives that would have involved realigning or modifying auxiliary airfields or constructing new runways because such alternatives would have been inconsistent with the guiding principles of the Secretary of Defense established Education and Training Joint Cross-Service Group (E&T JCSG)² that developed DoD BRAC recommendations. Those guiding principles focused on using existing capacity, reducing costs, and achieving synergies.

The two flight training alternatives evaluated in the FEIS essentially bracketed forecast JSF training for 107 F-35 PAA aircraft using Eglin Main Base as the primary base to begin and end daily training flights supplemented with two existing and active auxiliary fields for approach and landing practice. The two alternatives propose a range of low and high operations at each airfield, best meeting anticipated training operations.

Establishing the JSF IJTS requires construction of a cantonment area to accommodate JSF personnel and associated aircraft. Establishing the cantonment area will be accomplished through the MILCON process by renovating existing facilities and constructing new facilities. Some building demolition will also be required. Construction will begin in CY 2009. Facility needs proposed for the JSF IJTS cantonment are detailed in the FEIS (§2.5.2.).

² Details of criteria and analysis are found in the Secretary of Defense established Education and Training Joint Cross-Service Group E&T JCSG BRAC Report, Volume VI, Appendix A: Capacity Analysis Report to the Infrastructure Steering Group, 20 April 2005 (<http://www.brac.gov/finalreport.html>)

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Initial and replenishment training of pilots and maintenance personnel (maintainers) will be conducted at the JSF IJTS academic training center or "schoolhouse." Training in the schoolhouse will be accomplished by instructor-led classroom activities, independent study via interactive courseware workstations, training in simulators, and training on aircraft mock-ups.

F-35 flight training will include instructor training, transition/conversion training, refresher/requalification training as well as initial pilot qualification training. The IJTS will train a mix of fighter pilots and maintainers transitioning from existing legacy aircraft as well as graduates of each Service's undergraduate pilot and maintainer training programs. Pilots and maintainers will be trained with the requisite skills to meet the prescribed syllabus graduation criteria.

The total number of instructors proposed for the JSF IJTS requirement was anticipated to be 200, of which 134 were pilot instructors (both military and contractor) and 66 were maintainer instructors. The estimated maximum number of students attending the JSF IJTS at one time was approximately 545 (109 pilots and 436 maintainer students). Since the Air Force has decided at this time to beddown only 59 F-35 PAA, rather than the 107 that were proposed, fewer pilot instructors will be needed to train fewer students attending the JFS IJTS.

The JSF IJTS will train pilots and maintainers to operate and maintain the F-35 aircraft. The F-35 is a supersonic, single-seat, single-engine aircraft capable of performing and surviving lethal strike warfare missions. There are three variants of the F-35:

- F-35A, CTOL – Uses conventional Air Force aircraft launch and recovery techniques.
- F-35B, STOVL – Permits short takeoff launch and vertical landing recovery from Navy aircraft carriers, Landing Helicopter Amphibious (LHA), and Landing Helicopter Dock (LHD) class ships (e.g., Nimitz, LHA 6, and Wasp) and UK Carrier Vehicle Future (CVF) aircraft carriers.
- F-35C, CV – Permits use on aircraft carrier by using larger, foldable wings to reduce landing approach speed and space needed to store, operate, and maintain the F-35 CV while on the ship.

The FEIS (Table 2-12) compares the dimensions and weights of the three variants and provides a representative example of each F-35 variant (see Fig. 2-21, Fig. 2-22, and Fig. 2-23).

The IJTS was anticipated to include three Air Force squadrons each with 24 PAA per squadron (total of 72), one USMC Fleet Replacement Squadron, with 20 aircraft, and one Navy Fleet Replacement Squadron with 15 aircraft. These five squadrons would include a total of 107 F-35 aircraft (72 CTOL, 20 STOVL, and 15 CV) PAA for JSF IJTS training mission at Eglin AFB. The FEIS (Fig. 7-6, Chap 7, JSF Flight Training, Affected Environment and Environmental Consequences) reflected the total number of aircraft anticipated to be based at Eglin AFB over time and key milestones in the F-35 acquisition program.

Cantonment Alternatives

JSF IJTS Cantonment Alternative 1: The 33rd Fighter Wing Area on Eglin (Preferred Alternative as Proposed in the Final EIS)

JSF IJTS Alternative 1 would be one contiguous campus environment to accommodate the JSF IJTS facility requirements. This alternative would consist of constructing a combination of new

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buildings as well as renovating existing facilities/buildings located in the 33 FW area (FEIS, Fig. 2-24). Initial facility requirements involve constructing approximately 23 new facilities or buildings, taxiways, and STOVL landing practice areas for a total construction of approximately 3,400,000 ft². Road construction would add an additional 506,000 ft².

In addition, JSF IJTS Alternative 1 would include the renovation and demolition of nearly 600,000 ft² of existing facilities, plus nearly 1,500,000 ft² of renovation to the West Apron and more than 1,000,000 ft² of road and pavement renovation.

The FEIS also provides the proposed layout of the JSF IJTS cantonment, exclusive of the munitions facilities for JSF IJTS Alternative 1 (Fig. 2-25) and a listing of planned demolition, renovated and new facilities associated with Alternative 1 (Table 2-14).

The Munitions Storage Area (MSA) would be the same for either of the two proposed JSF IJTS cantonment alternatives. The JSF IJTS will use the existing MSA managed by the 46th TW, which is centrally located for access from either runway.

Explosive storage would be within the confines of the existing MSA fence. The proposed operating facilities would be located outside the fence and along the western edge of the MSA. The removal of administration/supervisory buildings 1278, 1284, 1289, and Gazebo J would be required to achieve storage capability. The current parking area for privately owned vehicles (facility 1278C) would change from privately owned to government-owned vehicle parking. The supervisory facilities would be combined into a new supervisory building of approximately 7,000 ft² on Perimeter Road, where the gate to the 46 TW area is located.

JSF IJTS Cantonment Alternative 2: The 46th TW Area (East Side of Eglin Main Runway as Proposed in the Final EIS)

Under Alternative 2, the JSF IJTS infrastructure would be located on the east side of the main runway. Initial requirements involve constructing approximately 21 new facilities/buildings (FEIS, Table 2-15) and additional open area facilities for a total construction of nearly 3,000,000 ft² plus over 500,000 ft² of new roads. In addition, JSF IJTS Alternative 2 would include the renovation and demolition of over 3,000,000 ft² of existing facilities and over 1,000,000 ft² of roads and pavements. These requirements are considered initial and may change as the JSF program matures. The FEIS also provides a listing of planned demolition, renovation, and new facilities associated with Alternative 2 (Table 2-16).

Siting of the JSF IJTS cantonment in the 46th TW area would require the 46th TW personnel and functions to be relocated to the 33rd FW area, which would be vacated around CY 2010 (FEIS; No Action Alternative, §2.7).

There would be an issue associated with the siting of the JSF IJTS in the 46th TW area related to three aprons used for parking combat aircraft loaded with explosives or those being loaded, unloaded, or awaiting loading. The aprons are referred to as Hot Gunline One, Hot Gunline Two, and Hot Gunline Three, respectively.

Parking of explosives-loaded JSF aircraft on the 46th TW hot gunlines would have been restricted by a variety of factors. Hot Gunline One is limited by its proximity to a joint-use taxiway and runway. Hot Gunlines Two and Three are restricted by encroachment from unrelated facilities built in their vicinity, by private aircraft transiting taxiway T, and by the frequent nearby parking of tankers and other large airframes. As a consequence of these

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restrictions, the JSF IJTS would have been limited to only a small number of parking spots on Hot Gunline One.

Parking JSF aircraft on Hot Gunline One would exacerbate an existing violation of explosive safety separation requirements to the adjacent Perimeter Road. In October 2000, the DoD raised the required separation from 0 to 750 feet. A mission change from longstanding research and development explosives operations to the JSF IJTS would void an existing "grandfathered" provision for separation from Perimeter Road traffic and would necessitate either closing Perimeter Road to all but munitions traffic or obtaining a formal exception to the explosives safety rules.

OPERATIONAL REQUIREMENTS FOR JSF FLIGHT TRAINING

JSF flight training is the most fluid of the issues addressed in the FEIS (pg. 2-69, §2.6). The FEIS addressed three F-35 IJTS training alternatives (i.e., scenarios), including the two action alternatives and the No Action alternative.

To help illustrate the gradual change in aircraft operations over time, an approximation, or "snapshot" scenario projected for a specific point along the JSF delivery curve in CY 2013, was also developed. The FEIS (pg. 2-70; Table 2-17) showed the total number of annual operations of all aircraft at Eglin AFB distributed among the three airfields in CY 2013.

As discussed in the FEIS (pg. 2-71, §2.6.1) AETC and the JSF JPO have developed a syllabus that gives the required training events per student for each of the aircraft variants, CTOL, STOVL, and CV, etc. The flights will follow training time in a simulator and are designed to teach the students various skills. To support the initial aircraft delivery, the syllabus covers the requirements necessary to train already experienced pilots in the F-35 to become instructor pilots and to train experienced pilots to convert/transition to the F-35.

Flight Training Alternatives

JSF Flight Training Alternative 1 (Preferred Alternative as Proposed in the Final EIS)

Both JSF Flight Training alternatives consider Eglin main base as the primary operating base from which aircraft depart for training activities (departures) and terminate their training activities (terminations). An estimated 121,286 annual JSF airfield operations would have occurred at Eglin Main under this alternative. The other fields identified are considered auxiliary airfields.

For this alternative, the number of operations at all three airfields, including Duke (84,643) and Choctaw Field (33,633) were maximized based on Naval Aviation Simulation Model (NASMOD) modeling. The remainder of the operations were located at Eglin Main Base.

JSF Flight Training Alternative 2 (as Proposed in the Final EIS)

For this alternative, annual JSF airfield operations at Eglin Main Base would have been an estimated 175,013; Duke and Choctaw annual JSF airfield operations would be an estimated 35,762 and 23,997, respectively. All the F-35A model training events would occur on Eglin Main Base. The F-35B models would be split nearly 50 percent to Eglin Main Base and Duke Field, with slightly more occurring at Duke Field (58 percent versus 42 percent), due to the F-35B model's unique ability to perform the short take-offs on the 1,000-foot surface at Duke Field. For the F-35C models, the training operations would be split between Eglin and Choctaw

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(44 percent versus 47 percent, respectively), with minor operations at Duke Field. The only training events at Choctaw Field would be the F-35C model training, as opposed to the current mission.

MITIGATION

Specific mitigations to facilitate the implementation of the JSF IJTS portion of the decision have been identified and will be implemented. These are the management measures that are discussed in the FEIS (Chap. 2; Chaps. 4, 5, 6, and 7), and they include management and mitigation measures required by regulation or agency guidance for each relevant resource.

In addition, the Air Force will prepare a Mitigation and Monitoring Plan (MMP). The following additional steps are examples of what the MMP will address:

- Identify the type of monitoring for the action and each mitigation,
- Identify how the monitoring will be executed,
- Identify the timing for mitigation implementation,
- Identify who will fund and oversee mitigation implementation, and
- Establish the process and responsibilities for identifying and making changes to the action or mitigations to influence beneficial results or avoid/reduce adverse ones.

For those resource areas where potential impacts have not been mitigated by avoidance (i.e., through project design), additional planned mitigations are summarized in this section.

Mitigations are identified for each resource area identified in the FEIS. Some of the mitigations identified here may be implemented immediately. For other resource areas, mitigations may not be in place until a future date.

Although every effort will be made by the Air Force to fund identified mitigations, application of some proposed mitigation measures may be subject to Congressional appropriations, and implementation of such mitigation measures may be delayed or denied. However, funding of mitigation measures will be treated by the Air Force as priority requests for appropriations.

Air Quality

Construction activities will employ standard management practices for construction such as watering of graded areas, covering of soil stockpiles, and contour grading (if necessary), to minimize temporary generation of dust and particulate matter.

Diesel-powered highway and non-road vehicles and engines used for cantonment MILCON projects will limit idling time to three minutes, except as necessary for safety, security, or to prevent damage to property; and such exhausts will be located the maximum feasible distance away from any building fresh air intake vents.

Water Resources

The Air Force will develop plans to address specific mitigations more fully. These plans, for example, will include a Storm Water Pollution Prevention Plan (SWPPP) and a Spill Prevention, Control, and Countermeasures Plan. These plans are in addition to and complement any permits that may be issued to the Air Force for the project and will be a subset of the overarching "Mitigation Monitoring Plan" to be developed.

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Cultural Resources

A project specific programmatic agreement was developed and accounts for all necessary and anticipated inventory of historic properties (36 CFR 800.16(l)(1)), assessment of adverse effects, and resolution of such effects. Specific actions for cultural resources planning and mitigation efforts remaining to be completed are specified in the project-specific programmatic agreement and the FEIS (Appendix F, *Cultural Resources*)

Prior to taking any action relative to potential cultural resources impacts, key actions remaining will be completed. They are:

1. Cantonment

(a) AETC, the JSF proponent, in consultation with Eglin AFB personnel will resolve the anticipated adverse effects of demolition on buildings 1339, 1343, 1345, 1352, and 1353 in the following manner:

- (1) Update the State Historical Preservation Office (SHPO)-approved site forms for each structure in all three areas of the SAC Alert Historic District.
- (2) Complete a SHPO-approved Resource Group Form for the district as a whole.
- (3) Digitally photograph in color all elevations of each building planned for demolition using a digital camera of 5 megapixels or greater resolution. All photographs will meet the Florida Master Site File photographic documentation requirements issued by the SHPO.
- (4) Compile an electronic copy of the floor plans for each building planned for demolition to be stored on a CD or other suitable archival quality media.
- (5) Prepare a technical report containing the results of tasks (1) through (4), as well as a comprehensive history of the SAC Alert program and Eglin's role in the SAC mission.
- (6) Prepare an educational booklet designed for the general public summarizing the history of the SAC Alert program and Eglin's role in the SAC mission.

(b) As stipulated in Section 8.C of the 2003 programmatic agreement, the JSF proponent, in consultation with Eglin AFB personnel will, prior to the approval of demolition and in consultation with the SHPO, identify and, where appropriate, salvage any character-defining historic interior or exterior features of the buildings to be demolished, when such salvage is reasonable, feasible, and prudent.

(c) Once tasks (1) through (3) above, as described in Stipulation IV.D.1 (a) of the 2003 programmatic agreement, have been completed, The JSF proponent, in consultation with Eglin AFB personnel may precede with the development as needed. Tasks (4) through (6) will be completed within 12 months of completing tasks (1) through (3).

(d) All treatment will be carried out by a professional meeting the qualification standards in Stipulation V of the programmatic agreement.

(e) Draft copies of all reports and other documentation prepared pursuant to Stipulation IV.D.1 (a) of the programmatic agreement will be submitted to SHPO for a 30-day review. If SHPO does not respond within 30 days, Eglin AFB will assume SHPO has no objection to the documents as drafted. In completing the draft documents, The JSF proponent, in

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consultation with Eglin AFB personnel will take into account any comments it receives from SHPO within the 30-day review period. Final copies of all materials will be submitted to the SHPO and the Florida State Archives. The JSF proponent, in consultation with Eglin AFB personnel will make available to the public copies of the final report and the educational booklet upon request

2. Ranges

(a) All archaeological sites that are either determined National Register of Historic Places (NRHP) eligible or are potentially eligible to the NRHP will, whenever possible, be avoided and preserved in place following the avoidance procedures in Stipulation III.E.1 (a) through (c).

(b) To ensure that avoidance is achieved in a consistent and coordinated manner, Eglin AFB personnel will consult with the JSF proponent to determine which of the avoidance measures identified in Stipulation III.E.1 are best utilized to achieve avoidance. If some other measure better achieves avoidance for the purpose of JSF use of the bombing ranges, then JSF proponent, in consultation with SHPO and Eglin AFB personnel, will utilize that measure. Eglin AFB personnel will provide the JSF proponent with copies of the maps identifying all avoided sites and buildings, submitted in a form useful to JSF proponent, and will periodically update these maps as needed. A copy of the maps and any updates will also be provided to the SHPO with a description of the avoidance measures used for each historic property. Periodically, Eglin AFB personnel will brief appropriate JSF proponent staff on the importance of protecting cultural resources, the sensitivity of cultural resources data, and the need to limit access to this data.

(c) If avoidance is not possible or desirable, Eglin AFB will, as needed, make a determination of NRHP eligibility in accordance with Stipulation III.C. Any NRHP eligible archaeological site or historic building or structure identified within the bombing ranges that cannot be protected through avoidance will be adversely affected by the undertaking. Eglin AFB personnel will coordinate with JSF proponent and follow the procedures in Stipulation III.E.2 through III.E.4, as applicable, to resolve the adverse effects.

- Archaeological surveys and consultations with State SHPOs, Tribal Historic Preservation Officers (THPOs), the Advisory Council, and other consulting parties for potential impacts to cultural resources are currently underway. The Air Force would incorporate protection or mitigation measures identified during the consultation process along with any appropriate agreements (in accordance with Air Force Instruction (AFI) 32-7065 1.4.9.1, *Cultural Resources Management Program*) into the Final EIS.
- Any ground-disturbing activity or action that could potentially impact historic structures must be coordinated with the Eglin Cultural Resources Branch (96 CEG/CEVH) on Eglin AFB prior to the training.

Airspace

- A regional airspace study will evaluate all military and civilian requirements, will concentrate primarily on special use and terminal airspace, and will determine the most efficient way to utilize airspace within 150 nautical miles of Eglin. Implementation of the results of the study may alleviate congestion.

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- The Air Force will evaluate, in the SEIS, using all available low level routes

Noise

- Limitations will be imposed on operations to RW 19/01 for JSF (F-35) aircraft pending the outcome of the SEIS and related ROD. In developing the noise impacts discussed in the FEIS, average daily events by runway were allocated and the distribution of flight tracks and distribution of daily operations were determined. The FEIS (Appendix K, pg. K-332, Table 3-1) presents the runway usage and allocation for Eglin Main (Runways 19/01 and 12/30), for all three variants of the F-35. Also, in Appendix K, the FEIS addresses the daily operations for each runway onto different flight tracks. Since the over flights are what causes the direct noise impacts over Valparaiso, the Air Force will limit JSF operations over Valparaiso to avoid new noise impacts to the maximum extent possible. RW 12/30 will be the primary runway for JSF operations at Eglin Main Base. The local Eglin AFB flying instruction Air Armament Center Instruction (AACI) 11-201 will be amended to include JSF operations and will include the following guidance and limitations:

- RW 12/30 is the primary runway at Eglin Main Base for F-35 operations.
- RW 19 Operations: other than takeoffs, includes only those flight operations necessary for emergencies, unplanned contingencies, and weather affecting aircraft performance limitations and requirements. RW 01 Operations: other than approaches and landings, includes only those flight operations necessary for emergencies, unplanned contingencies, and weather affecting aircraft performance limitations and requirements. These limited RW 19/01 operations are to ensure flight safety and/or protect persons or property from harm.

Transportation

- The Air Force, along with appropriate local and state authorities, will participate in any study for the improvement of existing marginal road conditions. However, any improvement of the current roads, such as widening to six lanes, would not be within the financial means or existing authority of the Air Force. Nonetheless, if such actions do not cause adverse mission impacts, and the Air Force has the authority to do so, it would be willing to grant the necessary right-of-way easements for such improvements over Air Force property as may be necessary to implement road improvements.

Physical Resources

To minimize the potential for impacts to groundwater, wetlands, floodplains, and other surface water resources in interstitial areas, the following management requirements will be employed:

- Do not extract over 500 gallons of water per day from the streams for any reason.
- Do not alter natural flow patterns of streams by diverting water, causing siltation, or damming any portion of the stream or its tributaries.
- Wheeled vehicles will keep to existing trails/roads, except for missions that have been approved for off-road vehicle use.

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- Install and maintain entrenched silt fencing and hay bales along the perimeter of the construction site prior to any ground-disturbing activities and maintain them in effective, operating condition prior to, during, and throughout the entire construction process to prevent fill material, pollutants, and runoff from entering wetlands or other surface waters.
- Incorporate a monitoring plan, especially after rain events, to observe the effectiveness of silt fencing, hay bales, and/or other erosion and sedimentation control devices and address modification as needed. Any failures will be carefully examined and corrected to prevent reoccurrence.
- Sequence construction activities to limit the soil exposure for long periods of time.
- Re-vegetate cleared/disturbed areas with native vegetation and grasses or mulch when the final grade is established to reduce/prevent erosion.
- Where applicable, reduce erosion using rough grade slopes or terrace slopes.
- Identify areas of existing vegetation that the Air Force will retain and not disturb by construction activities.
- Chemicals, cements, solvents, paints, or other potential water pollutants will be stored in locations where they cannot cause runoff pollution.
- Any repairs, maintenance, and use of construction equipment (i.e., cement mixers) will take place in designated "staging areas" designed to contain any chemicals, solvents, or toxins from entering surface waters.
- Stabilize construction site entrance using Florida Department of Transportation (FDOT)-approved stone and geotextile (fiber fabric).
- Incorporate 10-year storm events into the design of facilities.
- Do not utilize septic tanks, when possible.
- Equip all work sites with adequate waste disposal receptacles for liquid, solid, and hazardous wastes to prevent construction and demolition debris from leaving the work site.
- Utilize proper site planning, low-impact design principles, and adequately engineered stormwater retention ponds (or swales) to manage stormwater (on-site) and prevent discharges into nearby surface waters. The design will take into consideration the landscape of the area and physical features to determine whether a retention pond or series of swales will be used to contain runoff. A Florida-registered Professional Engineer will design the retention features required to meet Florida stormwater requirements.
- Incorporate into the design and construction of paved surface areas a slope sufficient enough to direct potential runoff away from wetland areas. Design and construct all drainage improvements and related infrastructure in such a manner that the natural hydrologic conditions will not be severely altered.
- Do not use wetlands and other water bodies as sediment traps.

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- Design open channels and outfall ditches to include plans so that they do not overflow their banks.
- Where flow velocities exceed 2 cubic feet per second, provide ditch pavement or other permanent protection against scouring. Re-vegetate all ditches not protected with a permanent material to provide an erosion resistant embankment.
- Treat runoff from parking lots to remove oil and sediment before it enters receiving waters.
- Provide all construction personnel with proper training regarding all management techniques.

Safety

- Include adequate safety precautions to protect the public in areas surrounding the work sites. Will include measures to restrict access, minimization of hazards associated with the construction sites/activities, and proper handling and disposal of hazardous materials. Such mitigation measures will offset the potential for construction-related impacts to any age group, including children.

Biological Resources

- Immediately prior to clearing, conduct surveys for gopher tortoises and indigo snakes. If any animals are found, apply to the Florida Fish and Wildlife Conservation Commission (FWC) for a relocation permit, and relocate these animals to another area on Eglin according to FWC guidelines.
- Provide project personnel with a description of the eastern indigo snake, including information on its behaviors, its protection under federal law, and instructions not to injure, harm, or kill this species.
- Direct personnel to cease any activities if a black bear, indigo snake, or gopher tortoise is sighted and allow the animal sufficient time to move away from the site on its own before resuming any activities. Immediately contact Eglin's Natural Resources Section.
- Restrict vehicles within the MSA to established roads and paved areas.
- Maintain at least a 100-foot vegetated buffer along the Okaloosa darter stream at the MSA.
- Utilize erosion control measures such as silt fencing near the Okaloosa darter stream at the MSA.
- To reduce potential seed sources, treat areas with known invasive nonnative species problems.
- To avoid spreading invasive nonnative species, do not drive vehicles in areas with known invasive nonnative species problems. If a vehicle is driven in such an infested area, clean the vehicle before it is driven to a non-infested area.
- Use only native plants for landscaping.

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Biological Resources (JSF Flight Training Alternatives)

- The Air Force will restrict low-level aircraft flights within 1,000 feet of the eagle nest on Eglin Main Base during the breeding season (1 October to 15 May).
- Develop wildfire operational plans with Eglin's Natural Resources Section to identify high wildfire risk conditions and notification procedures that units will follow to engage fire response personnel when needed.
- Follow Eglin's Wildfire Specific Action Guide Restrictions.

UNAVOIDABLE IMPACTS

Some of the BRAC 2005 activities are projected to result in disturbance and/or noise within areas not previously or recently subject to these effects. To the extent possible, mitigation measures, such as those identified in Section 2.10.2, will be applied to reduce potential effects to acceptable levels. However, some impacts that cannot be mitigated will occur. Some of these impacts will be considered adverse or annoying to individuals potentially affected. Potential impacts that could occur and cannot be mitigated include the following:

- Receptors (people, animals, and structures) in neighboring communities and beneath special use airspace will experience louder and more frequent overflights than they have in the past. This increase in frequency and intensity of noise is expected to lead to increased annoyance. [As written previously, this said nothing about noise over Val-P.]
- Noise from flight training operations in the MTRs, MOAs, and Eglin Main, Duke Field, and Choctaw Field will have the potential to have a disproportionate adverse impact on affected minority and low-income populations. These flight operations will also have the potential to present a special risk to children as there are several schools and day care facilities that will be affected by these noise levels.
- The number of high-explosives munitions noise events will increase. [Just re-ordered the bullets so that the two noise bullets are adjacent.]
- The existing capacity of regional landfills will be reduced due to the solid waste generated.
- Hazardous and nonhazardous waste will be generated as a result of maintenance functions associated with new training units on the base.
- Munitions fragments and metallic residues will be generated and deposited on the Range as a result of training missions.
- The ability to conduct prescribed burns will decrease, resulting in habitat degradation.
- Land clearing will result in a very small reduction in forested areas.
- Individual species will be affected by land clearing, construction, daily cantonment operations, ground operations, air operations, water operations, munitions use, and pyrotechnics use.
- Stormwater runoff and associated erosion will increase due to construction.
- A number of roadway segments will deteriorate further.

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- Air emissions will increase temporarily during construction.
- There is potential for an increase in the number of bird-aircraft strikes and aircraft mishaps resulting from the increased number of annual sorties for all aircraft at the base.

DECISION

After consideration of relevant operational, environmental, economic and technical factors discussed in this ROD; BRAC 2005 requirements and environmental consequences explained in the Final EIS; inputs from the public and from regulatory agencies; and other relevant factors, the Air Force has decided to implement a portion of the proposed JSF IJTS.

The Air Force has decided to implement a beddown decision for 59 F-35 PAA and the associated cantonment construction that BRAC 2005 requires by 15 September 2011. In short, the beddown decision is being limited to allowing delivery of 59 F-35 PAA until a SEIS is completed. A decision, if at all, on whether to beddown additional aircraft will be deferred until completion of subsequent environmental analysis. Although this beddown decision is being limited to 59 F-35 PAA, the scope of the decision on flight training operations and mitigations for the aircraft being bedded down in this ROD is further limited by the actual aircraft acquisition and delivery program of record.

The initial F-35 aircraft (scheduled to begin arriving in early 2010) are required to train the initial cadre of instructors and students. The number of annual operations will grow incrementally and are expected to not exceed: 6,500 in 2010; 40,000 by the BRAC implementation deadline of 15 September 2011; and 60,000 in 2012, two years after expected completion of the SEIS. In 2010, this represents less than 5 percent of the operations analyzed in Flight Training Alternative 1. In 2011, it is less than 20 percent of the operations analyzed. In 2012, it is less than 27 percent of the operations analyzed. The type of operations will be the same as those analyzed in Flight Training Alternative 1, except that the initial training syllabi may be more limited than the full range of operations analyzed, and/or the aircraft may not be initially certified to perform the full range of operations analyzed for that alternative. The number, type, and location of operations for the full 59 F-35 aircraft will be addressed in the SEIS which is expected to be completed in approximately September 2010.

Due to the potential noise impacts both on and off Eglin AFB that the Air Force desires to consider more fully, there will be temporary operational limitations imposed on JSF flight training activities to both avoid and minimize noise impacts. Those limitations will remain in place until the SEIS has been completed and the Air Force has decided how best to proceed with BRAC operational requirements. These limitations take advantage of the gradual build-up of F-35s beginning in 2010. These limitations are not, however, practical for use on a long-term basis. Ultimately, cancellation or modification of these limitations will be required to accommodate the 59 F-35 PAA beddown, as well as potential beddown of up to 107 F-35 PAA, should that decision be made in the future. Where the maximum supportable numbers of F-35 aircraft might ultimately beddown on the Eglin Reservation, how they could be operated, and the degree to which other mitigations are possible are all subjects to be addressed in the forthcoming SEIS.

Initial JSF basing will provide "train-the-trainer" requirements for the aircraft and associated training operations to meet the essential BRAC capability to establish the flying training portion of the JSF IJTS at Eglin AFB. Until the completion of the SEIS, initial aircraft will be operated in accordance with operational restrictions designed to minimize noise impacts over the City of

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Valparaiso. Eglin AFB main base is where the academic training center will be located and where logistical support will be coordinated. The FEIS (pg. 2-63, Fig. 2-25) identified the preferred JSF IJTS complex layout to be built in and around the existing 33rd FW cantonment area.

The Air Force will implement the BRAC and the Services' MILCON funded programs required to house, feed, and accomplish academic and operational training for both pilot and maintenance students. At Eglin Main, to facilitate the BRAC directed JSF IJTS basing, the Air Force will implement the BRAC funded MILCON program for the portion of projects in Alternative 1 in the FEIS (pg. 2-64, Table 2-14) that directly or indirectly relates to those installation support, operations and maintenance, and academic training requirements. This includes, but not limited to, dormitories, dining facilities, Sqd Ops/AMU hangars, and the Academic Training Facility. The Sqd Ops/AMU hangars that were planned for the two additional Air Force squadrons of 48 aircraft (identified as Sqd Ops/AMU AF-2 and AF-3 in Table 2-14)), however, are expressly excluded from this decision.

The Air Force will allow the reduced flight operations that will be required, between this ROD and completion of the SEIS, to be distributed among all three airfields (Eglin Main, Duke Field, and Choctaw Outlying Field). Total annual operations from the arrival of these initial aircraft through the expected completion of the SEIS will be far less than those analyzed for each of the 3 airfields in Alternative 1 in the FEIS. The type of operations will be the same as those analyzed in Flight Training Alternative 1, except that the initial training syllabi may be more limited than the full range of operations analyzed, and/or the aircraft may not be initially certified to perform the full range of operations analyzed for that alternative. The number, type, and location of operations for the full 59 F-35 aircraft will be addressed in the SEIS which is expected to be completed in approximately September 2010. To reduce noise impacts over the City of Valparaiso in the near term, RW 12/30 will be the primary runway for JSF operations at Eglin Main Base. Limited F-35 operations will be allowed from RW 19, which, other than takeoffs, includes only those flight operations necessary for emergencies, unplanned contingencies, and weather affecting aircraft performance limitations and requirements. Limited F-35 operations will be allowed from RW 01, which, other than approaches and landings, includes only those flight operations necessary for emergencies, unplanned contingencies, and weather affecting aircraft performance limitations and requirements. These limited RW 19/01 operations are to ensure flight safety and/or protect persons or property from harm.

In addition, the Air Force has determined that preparing a SEIS would further the purposes of the NEPA. The SEIS will be prepared to analyze the operational alternatives and mitigations for the full complement of the 59 F-35 PAA authorized to be delivered to Eglin under this ROD. In addition, the SEIS will analyze the proposed beddown and operational alternatives for the additional Air Force 48 F-35 PAA not authorized for delivery under this ROD. The range of reasonable alternatives determined for detailed analysis in the SEIS for the additional Air Force 48 F-35 PAA not authorized under this ROD will not be limited by BRAC's goals and objectives. Also, the range of reasonable alternatives analyzed in detail may consider an alternative that in some way adjusts or displaces existing mission(s).

The SEIS will expressly consider whether either new parallel runways, or an additional runway alternative(s) within the Eglin Reservation, as suggested by several commenters during scoping and in comments on the DEIS, should be carried forward for detailed analysis. The decision to

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implement the applicable portion of the JSF IJTS Cantonment Alternative 1 will not be deemed to in any way foreclose a reasonable beddown alternative from detailed analysis in the SEIS.

Finally, mitigations identified as a result of this ROD will be put in place prior to taking those actions that have an impact inducing effect and AACI 11-201 will be updated prior to the start of flying operations. A MMP will be developed and implemented as result of this ROD, but no later than 90-days from the date of this ROD to provide for monitoring to make sure the mitigations are being carried out and for other purposes.

Approved by:

Kathleen I. Ferguson
Signature

5 Feb 09
Date

Kathleen I. Ferguson, P.E.
Deputy Assistant Secretary of the Air Force
(Installations)